IMPACT FEE
Analysis

TRANSPORTATION

CITY OF CEDAR HILLS

NOTICING DRAFT

ZIONS BANK PUBLIC FINANCE
JANUARY 24, 2014

IMPACT FEE ANALYSIS

TRANSPORTATION

CITY OF CEDAR HILLS

NOTICING DRAFT

CONSULTANTS:

ZIONS BANK PUBLIC FINANCE MUNICIPAL CONSULTING GROUP

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Executive Summary

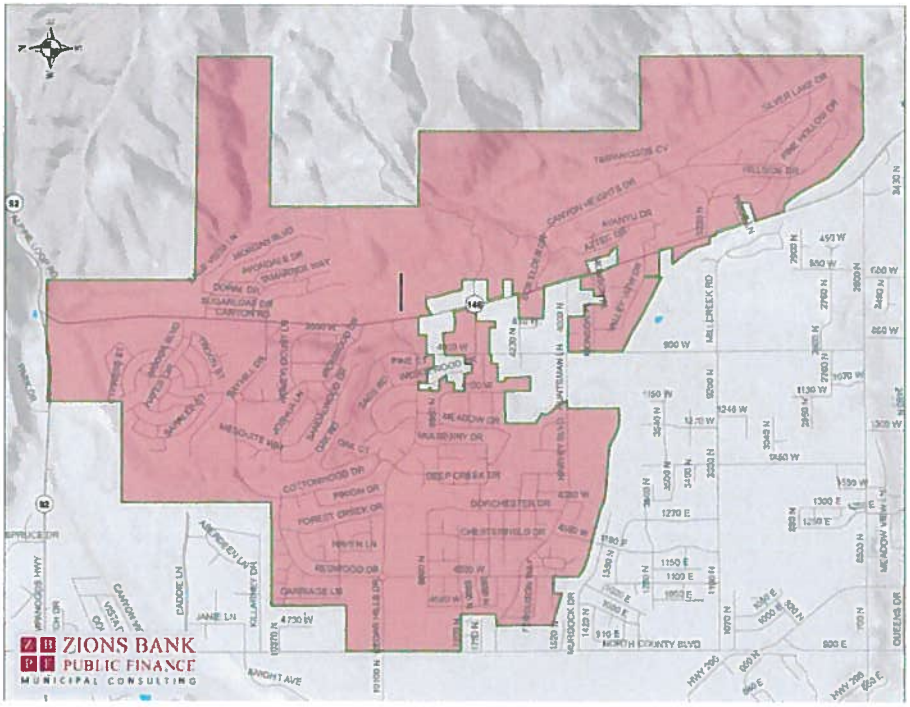
Introduction

Zions Bank Public Finance (Zions) is pleased to provide the City of Cedar Hills (the City) with an update to the transportation impact fee analysis. This update brings the City into compliance with the most recent changes in the Utah State Impact Fee Act as well as updates the analysis with current demographics, projections and data regarding the City's road system.

Cedar Hills Transportation Impact Fee Service Area

The entire City is considered to be one single impact fee service area for the purposes of this impact fee analysis. All areas within the City are subject to the same engineering roadway design standards, are provided the same level of service and all infrastructure included herein has been funded in essentially the same manner which has been through developer exactions, impact fees and user fees.

Table 1: Cedar Hills Transportation / Roadway Impact Fee Service Area



Impact Fee Overview

This updated analysis is a data driven and collaborative effort between the City, its engineers, Zions, and the community stakeholders. The information used to create this impact fee analysis was provided by City staff, Bowen Collins & Associates and other data sources such as the County and State.

One part of the impact fee calculation is to determine what share of the existing City roadway infrastructure should be paid for by new growth. According to the State Impact Fees Act, in addition to paying for a portion of new infrastructure, impact fees can also be used to reimburse local governments for infrastructure which has unused capacity that can serve new development. However, when determining the value of this unused capacity, only infrastructure paid for by the city can be included. Therefore State and County funded roadway infrastructure and/or grants are excluded from the impact fee calculation.

However, where the City has collaborated with another entity, such as the Utah Department of Transportation (UDOT), the City's cost-sharing expense can be included in the existing asset value. In addition, project improvements which were completed by developers are also excluded from this analysis. To be clear, this analysis only includes system improvements of roadway infrastructure that were funded by the City or by developers in lieu of impact fee payments or as a condition of development.

Level of Service

The Utah State Impact Fees Act makes it clear that impact fees cannot be used to increase the quality of public services and infrastructure for existing property owners at the expense of incoming property owners. Impact fees can only be used to perpetuate the same quality of infrastructure and services that are currently offered. In order to demonstrate that this is the case, it has become a common practice for entities assessing an impact fee to identify a "Level of Service" (LOS) which cannot be exceeded.

Historic and Future Capital Project Costs

The City has already constructed a conservative estimate of $1,309,502 in roadway system improvements that is net of developer contributions towards collector roads or any project improvements. This cost excludes entirely any non-qualifying expenses such as vehicles, equipment, office buildings and other assets that do not directly relate to the roadway system or are specifically excluded by the Impact Fees Act.

Proportionate Share Analysis

The Impact Fees Act requires that the impact fee analysis estimate the proportionate share of the costs for existing capacity that will be recouped; and the costs of impacts on system improvements that are reasonably related to the new development activity.

Impact Fee Calculations

The impact fees have been calculated with all the above considerations for the City-wide Service Area. The fee is calculated per a single daily trip end. The fees for residential units and the formula for non-residential development can be found in below. These tables can also be found in Appendix F.

Table 2: Proposed Impact Fee for Residential Categories

Units of Measure	Gross Trips per Unit		Net Trip Ends	Transportation Impact Fee
Residential				
Single Family	9.55	50%	4.78	$ 625
Multi Family	6.65	50%	3.33	435

Table 3: Non-Residential and Non-Standard Demand Adjustment Formula

Non-Residential and Non-Standard Users Impact Fee Formula
Total ends (Average Daily Trips) x Passby Adjustment Factor x Impact Fee per Trip End ($130.87) = Impact Fee Due

Chapter 1: Impact Fee Overview

Project Overview

Zions Bank Public Finance (Zions) is pleased to provide the City of Cedar Hills (the City) with an update to the Transportation Impact Fee Analysis. The City realizes that due to updated project costs and timings, as well as changes to the Utah State Impact Fees Act, an updated analysis is needed to keep the impact fee assessed by the City current. The update to the analysis is a data driven and collaborative effort between the City, its engineers, Zions and the community stakeholders. The information used to create this fee analysis was provided by City staff, Zions Bank Public Finance, The City's contracted engineers (Bowen Collins & Associates) and other data sources from County and State agencies.

The goal of the impact fee analysis is to calculate a fair and equitable impact fee that will be paid by new development. This analysis also ensures the fee meets the requirements of the Impact Fees Act, Utah Code 11-36a-101 *et seq*. This analysis will address the following sections and subsections of the code:

- Impact Fee Analysis Requirements (Utah Code 11-36a-304)
  - Identify existing capacity to serve growth
  - Proportionate share analysis
  - Identify the level of service
  - Identify the impact of future development on existing and future improvements
- Calculated Fee (Utah Code 11-36a-305)
- Certification (Utah Code 11-36a-306)

What is an Impact Fee?

An impact fee is a development fee, not a tax, charged by a local government to new development to recover all or a portion of the costs of providing services to new development. Impact fees collected for the roadway system provide funding for essential road construction and right of way purchases needed by the City to handle the increase in vehicle trip ends that new growth will create.

Impact fees are a common and equitable way to share the costs of infrastructure between existing and future residents. According to a survey completed in 2012, 28 states actively employ impact fees as a method of funding.[1] Utah adopted its first impact fee legislation into the Utah Code in 1995, with its most recent update in 2011 and added amendments in 2013.

Why Are Impact Fees Necessary?

Without impact fees, new development may not pay its fair share of the infrastructure built to support its existence. This would arguably require existing residents to pay for facilities and services that may only be needed by new development. Utilizing impact fees to pay a portion of the costs associated with future infrastructure puts future users on an equal footing with existing users—who have been paying property taxes, sales taxes, user fees and/or other revenue sources in order to generate the revenue required to provide needed services.

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[1] "National Impact Fee Survey: 2012" completed by Duncan Associates: http://impactfees.com/publications%20pdf/2012_survey.pdf

Why Is the City Updating the Transportation Impact Fee Analysis?

The City has commissioned this Impact Fee Analysis to accomplish the following:

- Determine a fair and equitable impact fee that may be assessed to new development;
- Update capital need projections and account for historic costs of facilities;
- Put the analysis in compliance with the changes to the latest changes of the Utah State Impact Fees Act;
- Incorporate the data from the 2014 Impact Fee Facilities Plan (IFFP) prepared by Bowen Collins & Associates with a ten year capital planning horizon; and
- More clearly define the current level of service and the future level of service that the City will provide.

What Costs are Included in the Impact Fee?

The impact fees proposed in this analysis are calculated based upon:

- Cost of roadway infrastructure that is needed to perpetuate unused capacity in the system that growth will require;
- New roadway infrastructure that provides new capacity for growth;
- Historic costs of existing roadway infrastructure that provide existing capacity that will serve new development;
- City contributions toward UDOT and County projects if applicable;
- Developer contributions toward system improvements that were made in lieu of fees; and
- Cost of professional services for engineering, planning services and preparation of the impact fee analysis.

What Costs Are Not Included in the Impact Fee?

The costs, both direct capital and financing, that cannot be included in the impact fee are as follows:

- Developer contributions toward project improvements that did not benefit the entire City transportation system;
- Projects that cure deficiencies for existing users;
- Projects that increase the level of service above that which is currently provided;
- Operations and maintenance costs;
- Any costs beyond the ten year planning horizon;
- Costs of facilities funded by grants or other funds that the City does not have to repay; and
- Costs of reconstruction of facilities that do not have capacity to serve new growth.

What is Roadway Infrastructure?

Roadway infrastructure includes more than just roads. For the purposes of this impact fee analysis, roadway infrastructure will be all the necessary improvements required to construct a City road as defined by the City code including (but not limited to) the foundation, asphalt, street lights, traffic control devices, curb and gutter, sidewalk, landscape infill, repair to adjacent properties damaged by expansion, and all other necessary improvements.

Do Developers Receive Credit for the Roads They Build? System Versus Project Improvements

When a developer builds in the City of Cedar Hills they are required to construct a minimum level of roadway infrastructure, equivalent to the requirements of a as determined by the City Code. These roadway improvements are often referred to as "project" improvements because they primarily benefit the development project in which they are built. Developers do not receive any impact fee credit for these projects and they are not included in the impact fee calculations. Only "system" improvements, or improvements which are deemed to benefit the system or City as a whole, are included the calculations.

Because system improvements are included in the transportation impact fee analysis, if the City allows a developer to construct and install a system improvement, that developer may be due a credit redeemable in lieu of future impact fees owed. However, it is important to understand that—in the case of road width expansion—the developer would not receive credit for the minimum widths considered as project improvements and required by the City code.

As a practice, all system improvement credits should be arranged and agreed upon by both the developer and the City's Public Works Department before the development project is undertaken.

Measuring Demand on the System

An important measure of traffic growth in an area is daily trip ends calculated from ADT. Daily trip end estimates total usage of the City's roadway infrastructure. Daily trip ends are an effective way of measuring the impact that varying lands uses can place on the capacity of the City's roadway infrastructure. The focus of the trip end methodology is to estimate the number of vehicles that will be arriving to a certain type development as a final destination.

The following tables depict the current and buildout city-wide daily trip end counts expected for Cedar Hills and a corresponding rate of growth. The data for this table was provided by the City engineers and found in the Transportation IFFP.

Table 4: Projected Daily Trip Ends Demands

Transportation Trip Ends	Total Trip Ends
Current Trip Ends (BC&A Count)	15,085
Buildout Trip Ends	20,882
Undeveloped Trip Ends	5,797
% Undeveloped	28%

Year	Total Trip Ends
2013	15,085
2023	17,511
2033	19,937
Buildout	20,882

It is assumed that the difference between existing and future traffic growth is primarily due to new development, both residential and nonresidential. Nonresidential growth is an especially important factor as vehicle trips to Cedar Hills are increased substantially when necessary or desirable destinations are added within the City. This not only induces existing City residents to drive more but also induces additional driving from neighboring communities. Therefore, it should be no surprise that the growth in daily trip ends is greater than the growth in population.

Excess Capacity to Accommodate Future Growth

Once the City has constructed all streets at their designated level of service, the transportation system will be sufficient to handle all projected traffic volumes. Thus, future growth will not be completely responsible to fund all new projects as some of the capacity that new projects will provide will benefit existing users. The cost of existing facilities will also be split between existing and future improvements.

Based on projected future trip ends as discussed in the IFFP, the calculated percentage of existing capacity to be used by growth through full development is 27.8 percent of the qualifying actual system cost.

Pass Through Traffic

Cedar Hills has some unique characteristics as a community relative to transportation. Because it is relatively small in size and abuts the foothills of the Wasatch Range to the east, it is not a major corridor for through traffic from other communities. Therefore, the City's roadway network plan is not complicated by major considerations for pass through traffic demand.

How Are Transportation Impact Fees Calculated?

In general, impact fees are determined by completing a thorough analysis of a local government's existing level of public service, future needs due to growth and the anticipated cost to maintain the existing level of service.

To calculate a fair impact fee for roadway infrastructure, the growth related cost of existing facilities and future (ten year) roadway projects dedicated to the demands of new growth is divided by the number of new daily trip ends estimated to develop in the next ten years. This results in a cost per new daily trip end. This cost per trip end is then multiplied by the number of daily trip ends that each type of land use will generate—according to the data provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition).

Chapter 2: Level of Service

Level of Service Definitions

The Utah State Impact Fees Act makes it clear that impact fees cannot be used to increase the quality of public services and infrastructure for existing property owners at the expense of incoming property owners. Impact fees can only be used to perpetuate the same level of service that is currently offered.

Current Level of Service Not to Be Exceeded

Other than collectors serving development internal to the City, the only significant arterial road in the City is Canyon Road which is administered and funded by UDOT. Unlike many urban communities with a significant portion of their traffic demands coming from pass through traffic which originates and terminates in other communities, Cedar Hills does not have the congestion problems like other Utah County cities. The level of service for transportation facilities in the City as identified in the City's master plan is not defined using the traditional definition of transportation planning "level of service" (i.e. performance in accommodating traffic volume). Instead, level of service in the master plan is defined based on the functional classification of streets (i.e. providing adequate corridor width to achieve the designated purpose of each street).

The result of this approach is that each road within the City is designated as one of three functional types: local street, minor collector, or major collector. Required cross section width and amenities for each functional classification are identified in Drawing 201A of the City's Engineering Standards. Minimum levels of service as defined in the impact fee facilities plan for each functional classification are listed in the following table.

Table 5: Transportation Classifications

Design Standards	Major Collector (Feet)	Minor Collector (Feet)	Local (Feet)
Right of Way	74	66	56
Pavement Width	52	44	34
Turn Lane	14	14	N/A
Roadway Improvements	11	11	11

Designations of functional classification for each road have been based on input from City personnel regarding desired mobility and access while maintaining safety, aesthetics, and life span for each road segment. Project level improvements internal to individual developments are designated as local streets. System level improvements connecting multiple developments are designated as minor or major collectors.

Chapter 3: Historic and Future Roadway Infrastructure Costs

The City of Cedar Hills maintains an existing roadway infrastructure system representing a significant investment by current and previous residents over several years. As the City approaches buildout, a few additional system improvements will need to be made in order to support the demands coming from new residential and new nonresidential development but the majority of the capacity required to serve new development already exists.

Cost of Existing Roadway Infrastructure with Excess Capacity

The existing roadway infrastructure in Cedar Hills has unused capacity available to serve the demands of new development. Consistent with the Utah State Impact Fees Act, impact fees can be calculated to recover the portion of costs of associated with existing facilities with available capacity. The table below summarizes the available capacity and the estimated historic costs of that capacity. It is important to note that available capacity is calculated according to the historic level of service standards maintained by the City and not the maximum number of trips the system can handle.

Table 6: Summary of Existing Capacity of Roadway Infrastructure for which Ten Year Growth is Responsible

Road Class	Miles by Class	Historic Construction Cost per Linear Foot	Total Construction Cost by Class	% to System Improvement	Proportionate Share
Existing Assets					
Collector 1994 to 2006	3.06	$ 146.72	$ 2,368,267	28%	$ 667,851
Local	20.78	-	-	-	-
Collector 2007 to Current	2.00	$ 215.47	$ 2,275,355	28%	$ 641,650
Total Capacity	25.84		$ 4,643,623		$ 1,309,502

Cost of Existing Roadway Infrastructure Planned for the Next Ten Years

The IFFP contains a list of roadway infrastructure projects that are planned for completion within the next ten years. The following table displays those roadway projects for which the City has partial or full jurisdiction. The cost indicated for each project represents the amount the City will be responsible for funding.

Table 7: Ten Year Roadway Infrastructure Projects

Project Name	% Impact Fee Qualifying: 10 Year Growth	% Impact Fee Qualifying Beyond 10 Years	Year to be Constructed	2013 Cost	Construction Year Cost	10 Year Impact Fee Cost	Beyond 10 Year Impact Fee Cost	Non Impact Fee Qualifying
Roadway Improvements								
4000 West (9900 North to 9800 North & 9500 North to 9400 North)	16%	12%	2017	$ 775,500	$ 914,224	$ 148,104	$ 106,050	$ 660,070
Harvey Blvd. (4800 West to Fergusen Dr. & Royal Red Road to 4160 West)	16%	12%	2019	355,400	454,908	73,695	52,769	328,444
Roadway Improvement Total				$1,130,900	$1,369,132	$ 221,799	$ 158,819	$ 988,514
Professional Services								
Impact Fee Facilities Plan/Impact Fee Analysis	100%	0%	2014	$ 9,590	$ 10,412	$ 10,412	$ -	$ -
Professional Services Total				$ 9,590	$ 10,412	$ 10,412	$ -	$ -
Ten Year Transportation				$1,140,490	$1,379,545	$ 232,212	$ 158,819	$ 988,514

Outstanding and Future Bond Expense

The City does not currently have any outstanding debt related to the City's roadways and does not anticipate issuing debt for roadways within the 10 year impact fee planning horizon.

Chapter 4: Proportionate Share Analysis

The Impact Fees Act requires that the impact fee analysis estimate the proportionate share of the costs for existing capacity that will be recouped; and the costs of impacts on system improvements that are reasonably related to the new development activity. The City continues to grow and there is still expansion in the area. The impact fee facilities plan clearly defines what projects are growth related versus repair and replacement. The projects are detailed later in the Future Capital Projects section.

Part of the proportionate share analysis is a consideration of the manner of funding existing public facilities. Historically the City has funded existing infrastructure through several different funding sources including:

- General Fund Revenues
- Grants
- Bond Proceeds
- Impact Fees

In calculating the buy-in component (for existing infrastructure capacity) of this analysis no grant funded infrastructure has been included. Once any grant funded projects have been removed, all remaining infrastructure has been funded by existing residents. In order to ensure fairness to existing users, impact fees are an appropriate means of funding future capital infrastructure. Using impact fees places a burden on future users that is equal to the burden that was borne in the past by existing users. (Utah Impact Fees Act, 11-36a-304(2)(c)(d))

Just as existing infrastructure has been funded through different means; it is required by the Impact Fees Act to evaluate all means of funding future capital. There are positive and negative aspects to the various forms of funding. It is important to evaluate each.

General Fund

The General Fund has been funded in one form or another by existing users. It would be an additional burden to existing users to use this revenue source to fund future capital to meet the needs of future users. This is not an equitable policy and can place too much stress on the tight budgets of the General Fund and other user rate funds. If General Fund revenues are required to supplement the capital required by growth, the City will reimburse the General Fund with impact fees as they are collected and act as a loan to the impact fee fund to be repaid.

Property Taxes

It is true that property taxes may be a stable source of income. However, property taxes are not based on impact placed upon a system. Property taxes are based upon property valuation. Using property taxes to fund future capital again places too much burden on existing users and subsidizes growth.

Impact Fees

Impact fees are a fair and equitable means of providing infrastructure for future development. They provide a rational nexus between the costs borne in the past and the costs required in the future. The Impact Fees Act ensures that future development is not paying any more than what future growth will demand. Existing users and future users receive equal treatment; therefore, impact fees are the optimal funding mechanism for future growth related capital needs.

Developer Credits

If a project included in the Impact Fee Facilities Plan (or a project that will offset the need for a system improvement that is listed in the IFFP) is constructed by a developer, that developer is entitled to a credit against impact fees owed. (Utah Impact Fees Act, 11-36a-304(2)(f))

Time-Price Differential

Utah Code 11-36a-301(2)(h) allows for the inclusion of a time-price differential in order to create fairness for amounts paid at different times. To address the time-price differential, this analysis includes an inflationary component to account for construction inflation for future projects. Projects constructed after the year 2013 will be calculated at a future value with a 4.2% inflation rate. All users who pay an impact fee today or within the next six to ten years will benefit from projects to be constructed and included in the fee.

CHAPTER 5: IMPACT FEE CALCULATIONS

The cost per trip end has been calculated and is contained in the first table below. This represents the average cost of each trip including existing roadway facility costs and costs from projects planned for the next ten years. The second table below provides a final fee due for each type of land use. Each final fee in the second table below is a product of the cost per trip multiplied by the number of trips each type of land use is expected to generate per unit.

Table 8: Impact Fee Per Daily Trip End

Transportation	System Cost	% to 10 Year Growth	Total Cost to Component	Total Capacity	Existing Capacity	% Impact Fee Qualifying	Impact Fee Qualifying Cost	ERUs to be Served	Cost per Trip End
Roadway Improvements									
WTP Projects	$ 1,369,132	16%	$ 221,799	2,426	-	100.00%	$ 221,799	2,426	$ 91.43
Outstanding Debt	-	0%	-	2,426	-	100.00%	-	2,426	-
Buy In - Existing Assets	-	0%	1,309,502	20,882	15,085	27.76%	363,527	5,797	62.71
Subtotal	$ 1,369,132		$ 1,531,301				$ 585,327		$ 154.14
Professional Services									
Impact Fee/ IFFP Update	10,412	100%	10,412	2,426	-	100%	10,412	2,426	4.29
Subtotal	$ 10,412		$ 10,412				$ 10,412		$ 4.29
Impact Fee Fund Balance Credit									
Impact Fee Fund Balance Credit	(575,368)		(575,368)				(575,368)	20,882	(27.55)
Totals	804,177		$ 966,346				20,371		$ 130.87

*The base fees per ERU are not a final fee, the maximum legal fee schedule by meter size is found in Appendix F

Table 9: Proposed Impact Fee by Residential Categories

Units of Measure	Gross Trips per Unit		Net Trip Ends	Transportation Impact Fee
Residential				
Single Family	9.55	50%	4.78	$ 625
Multi Family	6.65	50%	3.33	435

NON-RESIDENTIAL AND NON STANDARD DEMAND CALCULATION

The impact fee is assessed on a per unit basis. Special attention should be paid to the impact fee table in order to assess each land use using the correct type of unit. If any question arises regarding unit types or associated trip generation data, the City should be refer to the ITE Trip Generation Manual (9th Edition).

The City may, on a case by case basis, adjust the impact fee to respond to a user that has an impact on the system that is different than the typical user. The City may use the calculation below to calculate the fee that is fair for such a user. If a developer feels their impact on the system will be significantly less than the typical user they must show a reasonable basis for this determination and the City can work with them to determine their fair impact fee.

Table 10: Non-Residential and Non-Standard Demand Adjustment Formula

Non-Residential and Non Standard Users Impact Fee Formula
Total ends (Average Daily Trips) x Passby Adjustment Factor x Impact Fee per Trip End ($130.87) = Impact Fee Due

CERTIFICATION

In accordance with Utah Code Annotated, 11-36a-306(2), Matthew Millis on behalf of Zions Bank Public Finance, makes the following certification:

I certify that the attached impact fee analysis:

1. INCLUDES ONLY THE COST OF PUBLIC FACILITIES THAT ARE:
   a. ALLOWED UNDER THE IMPACT FEES ACT; AND
   b. ACTUALLY INCURRED; OR
   c. PROJECTED TO BE INCURRED OR ENCUMBERED WITHIN SIX YEARS AFTER THE DAY ON WHICH EACH IMPACT FEE IS PAID;

2. DOES NOT INCLUDE:
   a. COSTS OF OPERATION AND MAINTENANCE OF PUBLIC FACILITIES;
   b. COST OF QUALIFYING PUBLIC FACILITIES THAT WILL RAISE THE LEVEL OF SERVICE FOR THE FACILITIES, THROUGH IMPACT FEES, ABOVE THE LEVEL OF SERVICE THAT IS SUPPORTED BY EXISTING RESIDENTS;
   c. ANY EXPENSE FOR OVERHEAD, UNLESS THE EXPENSE IS CALCULATED PURSUANT TO A METHODOLOGY THAT IS CONSISTENT WITH GENERALLY ACCEPTED COST ACCOUNTING PRACTICES AND THE METHODOLOGICAL STANDARDS SET FORTH BY THE FEDERAL OFFICE OF MANAGEMENT AND BUDGET FOR FEDERAL GRANT REIMBURSEMENT;

3. OFFSETS COSTS WITH GRANTS OR OTHER ALTERNATE SOURCES OF PAYMENT WHERE POSSIBLE; AND

4. COMPLIES IN EACH AND EVERY RELEVANT RESPECT WITH THE IMPACT FEES ACT.

Matthew Millis makes this certification with the following caveats:

1. All of the recommendations for implementations of the Impact Fee Facilities Plans ("IFFPs") made in the IFFP documents or in the impact fee analysis documents are followed in their entirety by Cedar Hills City staff and elected officials.
2. If all or a portion of the IFFPs or impact fee analyses are modified or amended, this certification is no longer valid.
3. All information provided to Zions Bank Public Finance, its contractors or suppliers is assumed to be correct, complete and accurate. This includes information provided by Cedar Hills City and outside sources. Copies of letters requesting data are included as appendices to the IFFPs and the impact fee analysis.

Dated: January 24, 2014

ZIONS BANK PUBLIC FINANCE

By Matthew Millis

APPENDICES

Appendix A: ERC Projections for Transportation

CURRENT AND FUTURE TRIP ENDS

TABLE A1: CURRENT AND FUTURE TRIPS

Year	Total Trip Ends
2013	15,085
2023	17,511
2033	19,937
Buildout	20,882

See IFFP Table 4-1

TABLE A2: TRIP ENDS

Transportation Trip Ends	Total Trip Ends
Current Trip Ends (BC&A Count)	15,085
Buildout Trip Ends	20,882
Undeveloped Trip Ends	5,797
% Undeveloped	28%

Appendix B: Level of Service

TABLE B.1: LOS PER ERU

	Trip Ends
Current Trip Ends	15,085
Trip Ends per ERU	4.775

TABLE B.2: DESIGN STANDARDS

Design Standards	Major Collector (Feet)	Minor Collector (Feet)	Local (Feet)
Right of Way	74	66	56
Pavement Width	52	44	34
Turn Lane	14	14	N/A
Roadway Improvements	11	11	11

Appendix C: Transportation Ten Year Capital Projects

	Inflation Rate*	4.20%

TABLE C.1: TRANSPORTATION CAPITAL PROJECTS

Project Name	% Impact Fee Qualifying- 10 Year Growth	% Impact Fee Qualifying Beyond 10 Years	Year to be Constructed	2013 Cost	Construction Year Cost	10 Year Impact Fee Cost	Beyond 10 Year Impact Fee Cost	Non Impact Fee Qualifying
Roadway Improvements								
4000 West (9900 North to 9800 North & 9500 North to 9400 North)	16%	12%	2017	$ 775,500	$ 914,224	$ 148,104	$ 106,050	$ 660,070
Harvey Blvd. (4800 West to Fergusen Dr. & Royal Red Road to 4160 West)	16%	12%	2019	355,400	454,908	73,695	52,769	328,444
Roadway Improvement Total				$ 1,130,900	$ 1,369,132	$ 221,799	$ 158,819	$ 988,514
Professional Services								
Impact Fee Facilities Plan/Impact Fee Analysis	100%	0%	2014	$ 9,590	$ 10,412	$ 10,412	$ -	$ -
Professional Services Total				$ 9,590	$ 10,412	$ 10,412	$ -	$ -
Ten Year Transportation				$ 1,140,490	$ 1,379,545	$ 232,212	$ 158,819	$ 988,514

*Based on 20 years average cost of inflation using ENR and net of interest earnings

TABLE C.2: Transportation

By Component	2013 Cost	2013 Impact Fee Qualifying	Construction Year Cost	Construction Year IF Qualifying
Roadway Improvements	$ 1,130,900	16%	$ 1,369,132	$ 158,819
Professional Services	9,590	100%	10,412	-
Total	$ 1,140,490		$ 1,379,545	$ 158,819

Appendix D: Existing Transportation Assets

TABLE D.1: ROADWAY IMPROVEMENTS

Road Class	Miles by Class	Historic Construction Cost per Linear Foot	Total Construction Cost by Class	% to System Improvement	Proportionate Share
Existing Assets					
Collector 1994 to 2006	3.06	$ 146.72	$ 2,368,267	28%	$ 667,851
Local	20.78	-	-	-	-
Collector 2007 to Current	2.00	$ 215.47	$ 2,275,355	28%	$ 641,650
Total Capacity	25.84		$ 4,643,623		$ 1,309,502

TABLE D.2: ROADWAY IMPROVEMENTS CAPACITIES AND UTILIZATION

Capacities and Utilization of Improvements	
ERCs Served	20,882
Current ERCs	15,085
Unused ERCs	5,797
Percent to 10 Year Growth	28%

Appendix E: Transportation Proportionate Share

TABLE E 1: TRANSPORTATION IMPACT FEE CALCULATION

Transportation	System Cost	% to 10 Year Growth	Total Cost to Component	Total Capacity	Existing Capacity	% Impact Fee Qualifying	Impact Fee Qualifying Cost	ERUs to be Served	Cost per Trip End
Roadway Improvements									
IFFP Projects	$ 1,369,132	16%	$ 221,799	2,426	-	100.00%	$ 221,799	2,426	$ 91.43
Outstanding Debt	-	0%	-	2,426	-	100.00%	-	2,426	-
Buy In - Existing Assets	-	0%	1,309,502	20,882	15,085	27.76%	363,527	5,797	62.71
Subtotal	$ 1,369,132		$ 1,531,301				$ 585,327		$ 154.14
Professional Services									
Impact Fee/ IFFP Update	10,412	100%	10,412	2,426	-	100%	10,412	2,426	4.29
Subtotal	$ 10,412		$ 10,412				$ 10,412		$ 4.29
Impact Fee Fund Balance Credit									
Impact Fee Fund Balance Credit	(575,368)		(575,368)				(575,368)	20,882	(27.55)
Totals	804,177		$ 966,346				20,371		$ 130.87

*The base fees per ERU are not a final fee, the maximum legal fee schedule by meter size is found in Appendix F

Appendix F: Maximum Transporation Impact Fees

TABLE F.1: TRANSPORATION IMPACT FEE PER TRIP

Units of Measure	Transportation Impact Fee
Fee Per Trip End	$ 130.87

TABLE F.2: IMPACT FEE BY TYPE OF UNIT

Units of Measure	Gross Trips per Unit		Net Trip Ends	Transportation Impact Fee
Residential				
Single Family	9.55	50%	4.78	$ 625
Multi Family	6.65	50%	3.33	435

TABLE F.3: NON-RESIDENTIAL AND NON-STANDARD IMPACT FEE CALCULATION

Non-Residential and Non-Standard Users Impact Fee Formula
Total ends (Average Daily Trips) x Passby Adjustment Factor x Impact Fee per Trip End ($130.87) = Impact Fee Due